

I - 5 / I - 805 Widening Project

January 2003

■ The Project

The Interstate 5 / Interstate 805 Widening Project is the first major project in San Diego to be funded by Governor Gray Davis' Traffic Congestion Relief Program. It is proposed to construct a separate freeway bypass system from the junction of Interstates 5 and 805 to the Del Mar Heights Road Interchange. The project also includes construction of a diamond type interchange at Carmel Mountain Road, and the adding of auxiliary lanes to the existing main lanes.

■ Project Map

■ Project Goals

- Reduce traffic congestion through the corridor
- Improve safety through separation of truck traffic
- Improve access to SR-56 and local roadway systems

■ Dual Freeway Features

- A separate freeway bypass system that will run parallel to the Interstate 5 main lanes separated by a concrete safety barrier
- Widening of I-5 to 12 through lanes between Carmel Valley Road and Del Mar Heights Road, shoulder widening at the I-5/I-805 junction
- Two-lane direct connectors at the I-5/I-805 junction and the Carmel Valley Road interchange

■ Status

Construction anticipated from March 2002 through January 2007, with the new northbound lanes opening to traffic by Summer 2005.

■ Innovations

- Building bridge foundations to better withstand earthquakes.
- Separation of slow moving truck traffic from main lanes at the I-5/805 junction
- Merging and weaving of traffic due to SR-56 and local interchange is separated from I-5 main lanes improving travel through the corridor
- Caltrans is partnering with local contractors to ensure the project enables cost effective construction methods and efficient staging in the interest of time savings to contractors and minimizing travel impact to motorists

■ Traffic / Safety needs

The average daily traffic volume within the project limits has more than doubled during the past 15 years, jumping from 75,000 vehicles per day to 261,000 vehicles per day. Also during this time this section of freeway has already reached its capacity of 2,100 vehicles per lane per hour during peak periods. Traffic projections for the year 2015 indicate volumes will be close to doubling today's figure.

■ Funding Sources

- Federal Funds
- State Funds
- TCRP Funds
- Regional Funds
- Local Funds

The total price tag of the project is \$176 million, including construction cost of \$145 million. The TCRP contributed \$19 million.

■ Partners

- San Diego Association of Governments
- City of San Diego

■ Community Support

This corridor is considered a "lifeline facility" for the region and therefore considered an integral part of the Regional Transportation Plan. The city of San Diego will fund the proposed local interchange as a condition of area development. In addition to future residential and commercial development, this interchange will provide access to adjacent commercial/industrial business parks, relieving congestion at other existing interchanges within the project limits.

